HONDA ServiceNews December 2002

Don't Crack the Air Cleaner Housing During Servicing

On '01–02 Civics, the air cleaner sits right over the throttle body. In this location, its plastic housing gets blasted with the highest temperatures possible under the hood. To avoid cracking the housing during servicing (every 30,000 miles), follow these tips:

- Open the hood as soon as you can to let the air cleaner housing cool off.
- Service the air cleaner element last to let the housing cool off before you remove the mounting screws.
- Hand-tighten the mounting screws; don't overtighten them.

While you're at it, make sure you check the VIN Status Inquiry display in the Interactive Network (*i*N) for completion of S/B 01-095, *Safety Recall: Civic Air Cleaner Housing*.

S/M Fix: Troubleshooting DTC P0134, '03 Civic Hybrid

The 2003 Civic Hybrid S/M doesn't include troubleshooting for DTC P0134 [A/F sensor (sensor 1) no activity detected]. Refer to these steps when you need to troubleshoot the DTC:

1. Check the installation of the A/F sensor (sensor 1).

   Is the sensor properly installed?

   NO–Reinstall the A/F sensor (sensor 1) (see page 11-151 of the S/M). ■

   YES–Go to step 2.

2. Reset the ECM/PCM (see page 11-4 of the S/M).

3. Start the engine. Hold the engine speed at **3,000 rpm** with no load (in Park or Neutral) until the radiator fan comes on, then let it idle for **2 minutes**.

   Is DTC P0134 indicated?

   YES–Replace the A/F sensor (sensor 1) (see page 11-151 of the S/M). ■

   NO–Intermittent failure; the system is OK at this time. Check for poor connections or loose terminals at the A/F sensor (sensor 1) and the ECM/PCM. ■

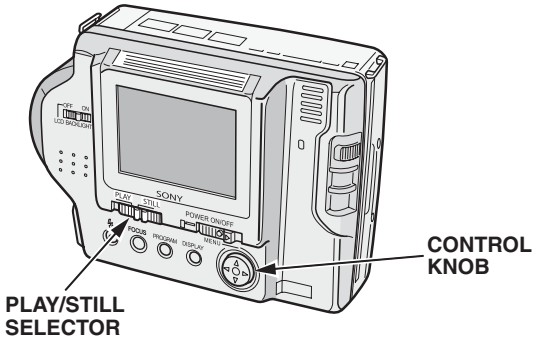
Set Digital Image Size to 1024 x 768 for Best Results

When snapping digital pics with your trusty Sony Mavica, make sure you've got the camera set for the right image size to meet the needs of your end users. If the image size is set too low, quality really suffers, and your end users are going to waste their retinas trying to view it. If the image size is set too high, you're talking gargantuan-size files that gobble up floppy disc space in a hurry, and those files are a bear to e-mail.

We've found that the ideal image size is 1024 x 768. It captures detail nicely, yet readily e-mails to your end users. Here's how to set this image size:

1. Set the PLAY/STILL selector on the back of the camera to STILL.
2. From the menu, use the control knob to select FILE then IMAGE SIZE.
3. Set the image size to 1024 x 768.

With the camera set to 1024 x 768, you can snap up to 10 pics that fit easily on a standard 1.44 megabyte floppy disk.



Clicking or Ticking at Idle: '03 Accord L4

Are owners of '03 Accord L4s complaining of a clicking or ticking while the engine is idling? It just might be the purge control solenoid (PCS) at work. This ticking or clicking is a normal characteristic of the PCS when it purges the EVAP canister. You can check if the noise is coming from the PCS by pinching off the vacuum hose. If the noise changes or goes away, it's coming from the PCS, and replacing it won't fix this characteristic problem.

Sending E-Mail to Tech Line

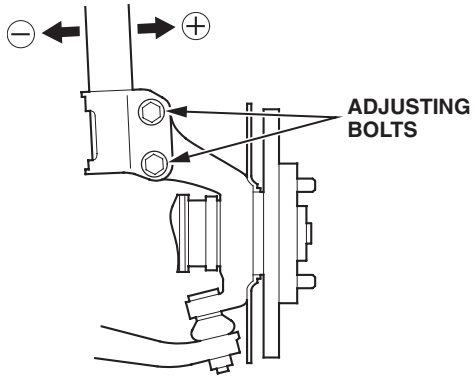
Our Tech line staff is really swamped these days. They just don't have the capacity to answer both your calls *and* e-mail inquiries. So use Tech Line's e-mail address (techline@ahm.honda.com) only to send digital photos and to report a resolution.

Use the Right Differential Oil: ’00–03 S2000

The differential in ’00–03 S2000s can use any multi-viscosity hypoid gear oil that’s API 75–90 or 80–90 service classified GL5 or GL6. But keep in mind, GL6 isn’t readily available in the U.S., so don’t waste your time looking for it.

Adjusting the Front Camber

On ’01–03 Civics, ’99–03 Odysseys, and ’02–03 CR-Vs, you can adjust the front camber by switching one or both of the damper pinch bolts with the smaller diameter adjusting bolt(s). The difference between the adjusting bolt diameter and the pinch bolt hole diameter allows a small range of camber adjustment. Refer to section 18 of the appropriate S/M for more info.



If you need to order adjusting bolts, use this ordering info:

- **’01–02 Civic:** P/N 90188-S5A-000 H/C 6582738
- **’03 Civic, ’02–03 CR-V:** P/N 90188-S6M-Z01 H/C 6916993
- **’99–03 Odyssey:** P/N 90120-S0X-A00 H/C 6018030

S/M Fix: Front Camber Adjustment

Speaking of camber adjusting bolts, you need to fix page 18-5 in both the 2002–03 CR-V S/M and the 2001–03 Civic S/M. The P/N for the adjusting bolt listed in the CR-V S/M and the adjusting bolt listed for ’03 models in the Civic S/M is wrong. The correct P/N is **90188-S6M-Z01**. Make this change in your copies of these S/Ms.

Tire Noise Can Sound Like Diff Howl: ’02–03 CR-V

Getting complaints from ’02–03 CR-V owners of a howling between **40 and 50 mph**? The problem usually isn’t the differential, it’s the tires. Tire noise can easily be mistaken for a sick differential.

Check the tire pressure, and set it to the cold inflation pressure recommended on the doorjamb sticker. Then test-drive the vehicle, and check if the noise goes away. If this doesn’t do the trick, check the service history for the vehicle to see if the tires were recently rotated from front to rear. If they were, swap the tires back to their original locations, and test-drive the vehicle. If you still can’t get rid of the noise after doing all of this, mount a set of known-good, properly inflated tires, and test-drive the vehicle. If you still hear the noise, hook up a ChassisEAR diagnostic tool (T/N JSP-SM06600), and keep on troubleshooting.

ETM Fix: Rear Window Defroster Timer, ’02–03 CR-V

You need to fix page 64-1 of the 2002 CR-V ETM. The text makes this bogus statement: “A timer in the control unit panel will automatically turn the defogger OFF after it has been ON continuously for about 15 minutes.” It’s bogus because the ’02–03 CR-V doesn’t even have a rear window defogger timer! Make sure you cross out this sentence in your copies of the ETM.

Let’s Talk Odometer Accuracy

Odometer accuracy must meet requirements set by individual states. All states, except Hawaii, require an odometer accuracy of **± 4.0%**. Hawaii requires an odometer accuracy of **± 3.75%**. Odometer accuracy depends a lot on tire pressure and tire size. Before you check an odometer’s accuracy, make sure the tires are the proper size, and always set the tire pressure to the cold inflation pressure recommended on the doorjamb sticker.

Radio Displays HOT: ’01–02 Civic

Did you know that ’01–02 Civic radios have a temperature sensor? They do, and if the sensor’s threshold is set too low, the radio displays HOT after it’s been on for awhile in a hot vehicle. To fix this problem, replace the radio.

Access Code Provides Tech Line Enhancement

It's no secret that using ISIS helps reduce the number of calls to Tech Line. And fewer calls to *them* means less waiting time for *you*. An enhancement, coming January 13, 2003, will prompt you to enter either an 11-digit access code, a 7-digit reference number, or your dealer number when you call Tech Line.

Having an access code (new calls) or a reference number (call-backs) puts you at the head of Tech Line's call queue. But if all you have is your dealer number, you're placed last in the queue.

Here's how to get an 11-digit access code:

1. Log into the Interactive Network (*i*N).
2. From the main screen, click on Service.
3. Click on Tech Line (it's at the bottom of the list).
4. From the Tech Line Info Search screen, enter info in the dialog boxes for the vehicle you're working on. (You can select a model and year, enter a keyword, or select a subject.)
5. Click on SEARCH. A list of all applicable published service pubs (*ServiceNews* articles, S/Bs, S/M sections, or ETM sections) appears. Check through the list to find the pub(s) to help you with the repair.
6. If you can't find what you're looking for, try several other keywords or a similar model year. If you're still coming up empty-handed, then click on CALL TECH LINE (it's at the top of the display screen), and fill in the dialog boxes:
   - Enter your dealer number.
   - Enter your DPTS number (your name appears automatically when you do).
   - Enter a nickname (if you're known in the shop by another name).
   - Enter the VIN. (Make sure you enter it correctly, or you'll get an error message.)
   - Enter the current mileage.
   - Select which Tech Line group you'd like your call directed to (POWERTRAIN or GENERAL).
     NOTE: Tech Line has recently reorganized. The former Fuel & Emissions Tech Line is now Powertrain Tech Line. It's responsible for all calls about engine and transmission DTCs, engine driveability problems, and emissions. The former Auto-General Tech Line is now General Tech Line. It's responsible for all calls about engine electrical, engine mechanical, cooling, M/T, driveshafts, steering, suspension, brakes, body, HVAC, body electrical, and restraints.
   - Enter your customer's complaint and your diagnosis of the problem.
7. Click SUBMIT to get the 11-digit access code. (This code consists of the 6-digit dealer number plus a 5-digit computer-generated sequence. Access codes are valid only that day and can be used only one time for the VIN you've entered.)
8. Call Tech Line, and enter the access code when prompted.

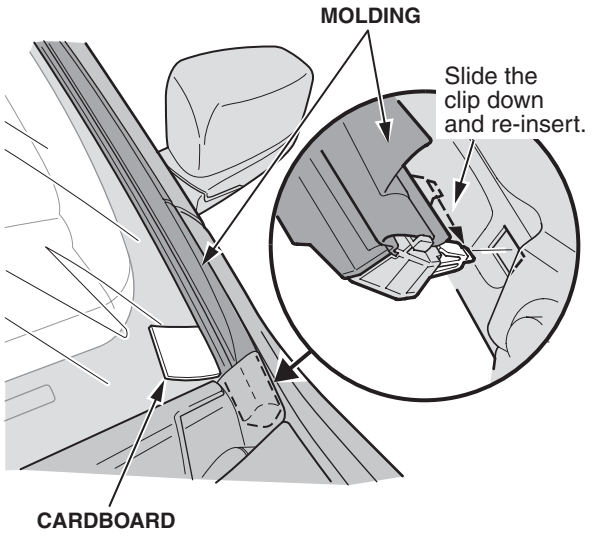
Following this procedure may eliminate the need to call Tech Line. At the very least, it'll reduce your call waiting time and put your call at the top of the queue. It also saves you the hassle of having to repeat this info to Tech Line again, since the Tech Line system routes the info you've entered to the Tech Line specialist's computer screen when your call is answered.

Creak or Click at Dashboard or A-Pillar: '03 Accord

If you've got owners of '03 Accords complaining of a creaking or clicking from the dashboard or A-pillar when driving over rough roads, the problem may be a loose clip on the windshield portion of the roof molding.

You can check if this is the problem by sticking a piece of cardboard between the molding and the windshield glass and test-driving the vehicle. If the noise goes away, a loose roof molding clip is the culprit.

To fix this problem, remove the inner fender, and look up at the roof molding clip. If the clip isn't fully engaged, just slide the clip down to the end of the molding, and push it into the hole.



SRS Indicator Comes On After Body Shop Repair

NOTE: This article applies to '98–03 Accords, '01–03 Civics, '00–03 S2000s, '00–03 Insights, '97–03 CR-Vs, '99–03 Odysseys, and '03 Pilots.

If the SRS indicator comes on and stays on after a new SRS unit was installed by a body shop, or if you see a message on the PGM Tester display screen saying it can't communicate with the SRS unit, here's what you do:

1. Make sure all of the affected components have been replaced after a deployment (see the page titled "Component Replacement/ Inspection After Deployment" in section 23 of the appropriate S/M).
   - If any components haven't been replaced, that's more than likely the problem. Replace them, then verify the repair by going to step 2.
   - If you can't find a "Component Replacement/Inspection After Deployment" page in the S/M, go to step 3.
2. Turn the ignition switch to ON (II), and watch the SRS indicator.
   - If the SRS indicator comes on for **6 seconds**, and then goes off and stays off, the SRS has completed its self-check and is OK.
   - If the SRS indicator comes on for **6 seconds** but then stays on, go to step 3.
3. Turn the ignition switch to LOCK (0), and connect the PGM Tester to the 16P data link connector. (On '97–01 CR-Vs, you need to short the 2P SCS service connector next to the ECM/PCM, then go to step 8.)
4. Turn on the PGM Tester.
5. From the PROGRAM MENU, select 1: HONDA SYSTEMS.
6. Follow the screen prompts, then select 2: SCS.
7. When you see the message on the display screen "If the SCS line is in the 16P DLC, the line will be grounded, will you continue?", press the YES button. You'll now see the message "The SCS line to the 16P DLC has been grounded." Don't press the EXIT button; if you do, you'll drop out of the SCS mode. Set the PGM Tester aside.
8. Turn the ignition switch to ON (II). The SRS indicator comes on for **6 seconds**, and then goes off. After a few seconds, the indicator starts blinking the SRS DTCs that are set. Refer to section 23 of the appropriate S/M to translate the blink patterns. Each SRS DTC consists of a main code and a subcode.
9. Turn the ignition switch to LOCK (0), and wait at least **10 seconds**. Then disconnect the PGM Tester. (On '97–01 CR-Vs, unplug the 2P SCS service connector.)
10. Refer to the troubleshooting info in section 23 of the appropriate S/M, and repair the problem identified by the SRS DTC(s) that are set. When done, clear the DTC(s), then go to step 11.
11. Turn the ignition switch to ON (II), and watch the SRS indicator.
    - If the SRS indicator comes on for **6 seconds**, and then goes off and stays off, the SRS is OK.
    - If the SRS indicator comes on for **6 seconds** but stays on, go to step 3 and keep on troubleshooting.

Entering Audio System Anti-Theft Codes With Navi

On '03 Accord V6s with the voice-activated navigation system, if the audio system is disconnected from electrical power, you've got to punch in the five-digit radio anti-theft code or the audio system and the navigation system voice activation doesn't work. Here's how it's done:

1. Turn the ignition switch to ACCESSORY (I) or ON (II). Press the PWR/VOL knob to turn on the audio system.
2. Press and release the TUNE knob. Look for a 0 on the upper display.
   - If 0 is the first digit in the five-digit code, press and release the TUNE knob to store it.
   - If 0 isn't the first digit in the five-digit code, turn the TUNE knob left or right until the first digit appears. Then press and release the TUNE knob to store it. Enter the remaining digits in the code the same way.

When you've entered all five digits of the code correctly, the radio starts playing and the navigation system voice activation works.

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ASN 24786 (0212)